

AVIATION TECHNICAL ADVISORY COMMITTEE

MEETING MINUTES

FEBRUARY 14, 2002; SANTA MONICA AIRPORT



1.0: Call to Order

The meeting was called to order at 10:05am by Chairman, Mr. Chris Kunze, Long Beach Airport.

2.0: Welcome and Introductions

Attendees were welcomed and introductions were made.

3.0: Public Comments

There were no public comments.

4.0: Routine Items

4.1 Approval of Minutes: The minutes were approved from the November 8, 2001 meeting. Mr. Scott Smith, Ventura County, motioned for the minutes to be approved, Mr. Ronald Kochevar, LAWA, seconded the motion.

4.2 ATAC Membership and Contact List: Ms. Tahirih Smith will now be representing CalTrans at the ATAC meetings. Ms. Christine Eberhard, CommuniQuest, has a new email address; both of these changes are reflected in the ATAC Contact List.

5.0 Project Review

No submissions.

6.0 Information Items

6.1 Corporate Aviation Study

Mr. Michael Armstrong, SCAG staff, began the presentation by discussing the surge in corporate aviation activity since the events of September 11, 2001. This stems from executives not wanting to use commercial service airports due to security concerns, the hassle of long lines, etc. Airports such as Santa Monica

have seen drastic increases in their corporate activity. Mr. Bob Trimborn, Santa Monica Airport, reported that Santa Monica has seen a 64% increase from January 2001 to 2002.

Even before September 11 SCAG was thinking of doing a corporate aviation study. Now the issue seems even more timely. There are a number of questions and issues that can be addressed:

- How will changes in activity levels effect forecasts?
- Potential environmental and safety impacts?
- Noise impacts?
- How an increase in corporate aviation will affect capacity constrained airports?
- What infrastructure improvements will be needed for additional growth in corporate aviation?
- Which airports can accommodate corporate jet activity?
- Security issues regarding corporate aviation?

The study has just gotten underway so there is time for input from ATAC on the scope of the study or on any additional issues that can be addressed. Mike Armstrong opened up the topic for discussion.

Bob Trimborn commented that the two key issues in Santa Monica are safety and noise. Santa Monica has had to deal with a changing fleet mix and insufficient space between runways and taxiways. The airport was not designed for the new aircraft that are using it. This a problem for many older airports. The FAA has only acknowledged the problem.

Chris Kunze said that most of the time the decision to fly into an airport is the pilot's responsibility. However, this does not help with liability issues. It will be very difficult to have operators sign waivers of liability since that would make them so open to liability it would be extremely costly. Aircraft that are out of compliance for an airport bring significant benefits to the economy around the airport and to the FBO's. However, it puts the airport itself at risk.

Ronald Kochevar discussed the implications of airline business jets. Some of the major airlines are operating business jet operations that business travelers may utilize more. This could have a significant impact on modeling.

There was a public comment that in looking at Van Nuys there has been an increase from 107 home-based business aircraft to 137 currently. The interim control ordinance and the master plan will severely limit growth. There is only one piece of property left for FBO development. It would be worthwhile to look at how policy has affected system constraints at Van Nuys.

Chris Kunze responded that you cannot assume that just because there is no physical room for expansion you will not see an increase in corporate operations. Bob Trimborn said that at Santa Monica there is only 6 home based jet aircraft yet there are 1200 jet operations a month. This indicates significant transient demand compared to local demand.

It was stated that there is significant demand at Van Nuys for home based parking and that the operators are reaching constraint levels.

Mr. William Ingraham, San Bernadino County, said that at Chino there are a number of aircraft that are based there but then fly into other area airports for service.

Scott Smith said that fractional ownership of aircraft is another interesting trend that has implications on the system. Bob Trimborn talked about the specific ownership and operation liabilities of fractional ownership and also said that could be a good presentation by Exec Jet for an upcoming ATAC meeting.

6.2 Airport Information Management System (AIMS)

Mr. Bob Moore, CalTrans Aeronautics, discussed the AIMS. The database is complete and has three primary components. The information has been put into an Oracle data set. The database has a number of features which airports will find very useful. However, this part of the database is only accessible to CalTrans.

There is a website that has search options by a variety of parameters. Mr. Moore said that the website is not yet ready for public dissemination but as soon as it is ready it will be given to ATAC. Most of the data on the website is the same that is also on the CalTrans internal database. In addition there is a GIS site that uses information from the database as well as other information. The software uses a software similar to ArcView or ArcInfo. All the CalTrans layers have been put into the site.

Bob Moore also brought the updated Land Use Planning Handbook for 2002. Copies will be sent to Planning Departments, etc. The entire document is on the CalTrans website. A series of workshops are being set up to discuss the changes from the last version. Copies will not be provided to the airports unless specifically requested. CD's were requested and Mr. Moore stated he would look into providing them.

6.3 Economic Impacts After September 11, 2001

At the last ATAC meeting, the economic impact of 9/11 was discussed. In November, SCAG released a report on the overall economic impact on aviation. Since the report was produced it has already become obsolete. Demand has

rebounded quicker than was expected. Passenger behavior has shown that passengers are more willing to pay higher fares at smaller airports such as SNA and are gravitating towards smaller airports due to the increased perceived hassle of large airports, such as LAX.

The long term forecasting was predicting a growth of 5-10% less than previously forecast for 2025. In other words the 2025 forecast will be reached in 2027. This is not a substantial downturn overall.

The report provides some potential implications for long range planning. SCAG staff will have modified ways of evaluating scenarios for the 2004 RTP. For example there will be changes in how international air travel is forecast, particularly risk averse leisure travelers. This has been seen in Asian markets. Business travel has not dropped as much as leisure travel. SCAG is continuing to refine all the behavior factors and how they will figure into the forecasts.

SCAG will also be evaluating new scenarios with a 'no El Toro' option or a 'reduced El Toro'. In addition, there has been discussions with San Diego on the possibility of doing joint forecasting or looking at how their site selections will affect SCAG. There is the possibility of combining San Diego and SCAG for aviation planning cooperation. The regions share passengers and cargo which makes it prudent to work together.

Mike Armstrong said that SCAG is also conducting a new cargo study. There have been major security changes since September 11. There has been a substantial reduction in cargo flow in belly hold passenger aircraft, while some all cargo carriers such as FedEx have seen an overall increase. SCAG will continue to look at the viability of all cargo airports and do research on cargo operations at all SCAG airports.

Mike Armstrong opened up the issue for discussion. Bob Trimborn asked how SCAG forecast that there will be a decrease in passenger growth from 5-10%. Mike Armstrong responded that the number was derived from professional judgement. He continued that some estimates were in fact much higher than 10%.

Bob Trimborn said that even with the events of September 11, the overall net increase in population would still yield an increase in air travel demand. Mike Armstrong said that there are also other issues to consider, namely: the effect of more terrorist attacks, security procedures and airport capacity. An issue that will need to be addressed is how new security procedures affect passenger capacity at airports.

7.0 Action Items

7.1 General Aviation Security Updates and Discussion

Chris Kunze began by saying that GA security is a very important issue that is continuing to receive political and media attention. At Long Beach there has been a shift from noise complaints to a fear of overhead aircraft.

Ms. Christine Edwards, Long Beach Airport, talked about the self-imposed protocol at LGB that they have been working on with the FBO's. This has been a joint effort between the city and the leaseholders at the airport. The outline for the document is from the NATA recommended security plans. LGB has a wide diversity of aviation related activities that it would be nearly impossible to come up with a one size fits all approach. There are some general recommendations for all operators and then more specific recommendations by sector. After one more draft the document will be distributed to all the stakeholders. Input will be considered and the end goal is that everyone has a document they can buy in to. LGB feels that this is a good course of action so that similar policies are not imposed from higher levels of government.

Chris Kunze solicited input from the ATAC members for ideas or suggestions on how to make the document better. Christine Edwards continued that once the final draft is complete it will be disseminated to ATAC as well.

Christine Edwards is also working on a second document that will be more specific on the best practices for each business. That document will give specific recommendations on security measures that each type of business can use.

Bob Trimbora mentioned that there was an LA Times article that talked about the reopening of 3 GA airports in the Washington DC area. Some of the restrictions that those airports are facing include: the filing of flight plans, positive ID matches, discrete transponder codes, etc.

The public perception is that this is a controlled environment while in fact it is impossible to stop pilots from doing what they want.

7.2 SCAG New Airport Demand Model

Mr. Jim Sims, SCAG Director of Information Services, made a presentation to the Committee regarding the proposed new in-house model.

Mr. Sims started the presentation by discussing the forecasting model that is currently used by SCAG. He said that SCAG is happy with the model currently being used and that it has been upheld by professionals and the public as a state of the art forecasting tool. At the same time its use by SCAG has created a number of issues that SCAG staff has had to deal with on a regular basis. These include:

1. The model is owned and operated by a single consultant who must be paid every time there is a request for a new scenario. This takes considerable time and funding while limiting the number of new and different scenarios that can be run.
2. The model is proprietary. The consultant owns all of the inputs and the methodologies.
3. The model is a black box. Queries from the public or other professionals about how forecasts are developed are difficult to explain and justify since the modeling is not done in-house.
4. The current model is not integrated with the other forecasting models that SCAG uses which makes it difficult to calibrate scenarios based on model results.

The 2004 RTP will continue to utilize the existing model. The time frame is too short in order to develop and test a new model. The new model will be developed with caution and will not be used until everyone is satisfied with the outputs. Mr. Sims also said that there has been talk with SANDAG to do possible joint modeling and survey work.

After Jim Sims' presentation there were a number of questions from the ATAC members. Some of these are included below:

- What are the differences between the new model and the RADAM model? Is there a base model that the consultant will be using? (Paula McHargue, LAWA)

The new model will be built off of available data and not proprietary data. Recent survey data will be used which is all public information. The model will be built completely new and will not be based off an existing model already in use by the consultant.

- Explain how the model will be better than RADAM? (Bob Trimbom, Santa Monica Airport)

The new model will do nothing above and beyond the RADAM model. The main benefit is that staff will be able to run new scenarios on short notice.

- How do you avoid copyright infringement in the new model development? (Bob Trimbom, Santa Monica Airport)

The new model will use only publicly available data.

- In order to have a behavior model there must be survey data. How will a model of this level of sophistication be developed? (Mike Armstrong, SCAG)

Development of the new model will take a long time (at least one year until ready for production). It will be a lengthy process in calibrating the new model to match the current RADAM model.

- Modeling is more than just passenger forecasting but requires very special skills and knowledge of airline economics. How will the new model achieve this? (Tim Merwin, HNTB Consulting)

There will need to be considerable expertise in the building of the model. Only after the model is developed by the consultant will SCAG staff have training to use the model on a daily basis.

There was general agreement from all present ATAC members that the new model should be subject to review by ATAC. The inputs, methodology and outputs will all be subject to ATAC evaluation. Jim Sims is eager to have the new model be open to public comment and will rely heavily on ATAC's professional input.

The motion was approved to proceed with the development of a new airport planning model with the stipulation that its development will not impact resources for either the airspace study or SCAG staff for 2004 RTP production. ATAC wants a high level of satisfaction before replacing the existing model and a long term commitment with the new model.

8.0 Legislative Report

8.1 Significant Aviation Legislation before the California Legislature

Bob Moore from CalTrans briefly discussed a few of the aviation related bills from the California legislature.

- ACR 119 and ACR 120: "Aerospace Highway" and "Aerospace Valley Monument". These resolutions would dedicate a portion of State highway 14 near Edwards AFB as the "Aerospace Highway" and would establish a monument and plaque in that area.
- ACR 122: "Patriot Day: September 11". This resolution would dedare 9/11 as Patriot Day in California.
- AJR 31: "Terrorism Funding". This resolution would request Congress and the President to provide funding to local agencies for additional security measures.
- SB 1053: "Centennial of Flight Program". This resolution would encourage California schools to emphasize teaching the 100th Anniversary of the Wright Brothers' first flight. Schools are encouraged to integrate aviation into the curriculum.

Mr. Alan Thompson, SCAG staff, mentioned that SCAG staff is monitoring Federal legislation, SB 633 where the Federal government will be authorized to overrule local jurisdictions and force airport expansion. The bill may have significant impact on the SCAG region. As more information is known it will be disseminated to ATAC.

9.0 Miscellaneous Items

9.1 Press Clippings

The press clippings are attached to the agenda of the February 14, 2002 ATAC meeting. No comments were made.

10.0 Public Comments

There were no public comments.

11.0 Next Meeting Location and Topics for Discussion

The next ATAC meeting is on Thursday, March 14, 2002 at the Long Beach Airport from 10am- 12 Noon.

Ronald Kochevar suggested that there be an information item on methods of collecting general aviation landing fees. He would like to hear how the GA airports collect fees and have a discussion on effective methods.

Mr. Rich Macias, SCAG staff, suggested that there be a discussion on how the aviation component of the 2004 RTP should proceed.

12.0 Adjournment

The meeting was adjourned at 12:10pm. The motion for adjournment was made by Bob Trimbore and seconded by Ronald Kochevar.